



Appendix B

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## ENVIRONMENTAL OVERVIEW

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The protection and preservation of the local environment are essential concerns in the master planning process. Chapter One provided an inventory known environmental issues at Seligman Airport. These issues were considered during the preparation of this master plan's final recommendations. Now that a program for the use and development of Seligman Airport has been finalized, it is necessary to review environmental issues to ensure that the program can be implemented in compliance with applicable environmental regulations, standards, and guidelines.

All of the improvements planned for Seligman Airport as depicted on the Airport Layout Plan (ALP) will require compliance with the *National Environmental Policy ACT (NEPA) of 1969*, as amended. Many of the improvements will be categorically excluded and will not require further NEPA documentation; however, some improvements will likely require further NEPA analysis and documentation. Compliance with the provisions of NEPA for these projects will be required prior to project implementation and is outside the scope of the master plan. As detailed in *FAA Order 5050.4A, Airport Environmental Handbook*, compliance with NEPA is generally satisfied with the preparation of an Environmental Assessment (EA). In cases where a categorical exclusion is issued, environmental issues such as wetlands, threatened or endangered species, and cultural resources are further evaluated during the federal, state, and/or local permitting processes.

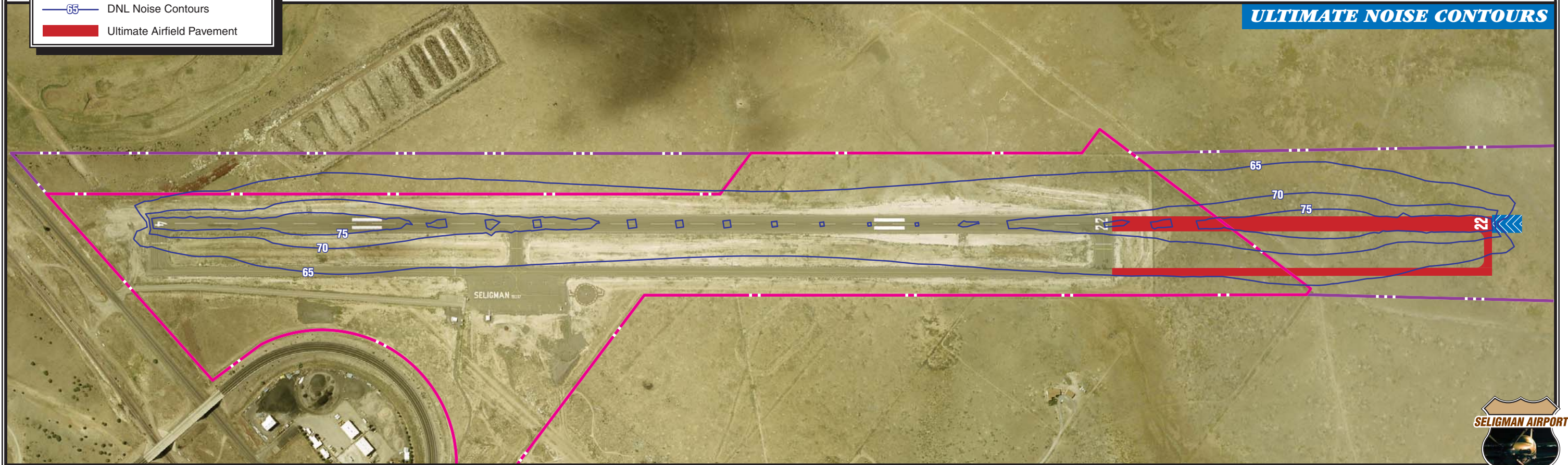
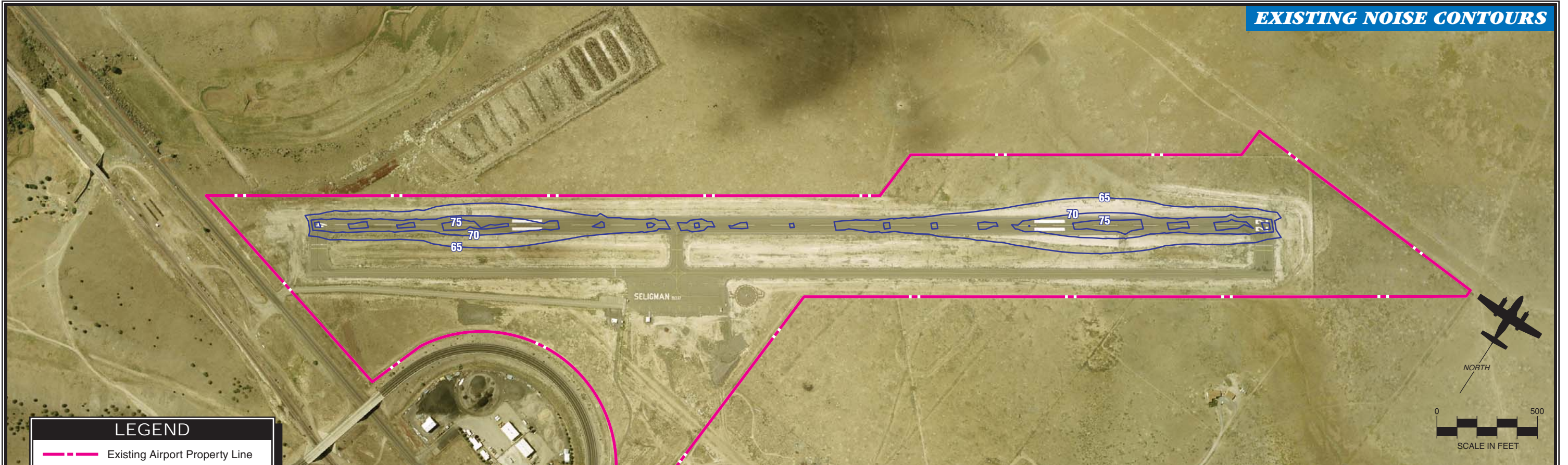
This section of the master plan is not intended to satisfy NEPA's requirements for an EA, it is intended only to supply a preliminary review of environmental issues that would need to be analyzed in more detail within the NEPA or the permitting process. Consequently, this analysis **does not** address mitigation or the resolution of

environmental issues. The following pages consider the environmental resources as outlined in *FAA Order 5050.4A*.

A large amount of environmental information is available from numerous internet resources. Information for this overview was obtained by web sites operated by: The Environmental Protection Agency; U.S. Fish and Wildlife Service; U.S. Army Corps of Engineers; Federal Emergency Management Agency; Natural Resource Conservation Service; National Parks Service; Arizona State Parks; and Yavapai County. In circumstances where further information was warranted, a phone call was made to the proper agency. In addition, a review of a recent preliminary draft environmental assessment contributed to this analysis. Issues of concern that were identified are presented on the following pages.

Summary of Environmental Resources Potentially Impacted by the Proposed Improvements	
Environmental Resource	Anticipated Impacts
<p><b>Noise.</b> The Yearly Day-Night Average Sound Level (DNL) is used in this study to assess aircraft noise. DNL is the metric currently accepted by the Federal Aviation Administration (FAA), Environmental Protection Agency (EPA), and Department of Housing and Urban Development (HUD) as an appropriate measure of cumulative noise exposure. These three federal agencies have each identified the 65 DNL noise contour as the threshold of incompatibility.</p>	<ul style="list-style-type: none"> <li>The extension of the Runway 22 end 1,900 feet northeast will not result in any impacts to noise sensitive land uses. There are currently no residents or noise sensitive facilities located within the 65 DNL contour as depicted on <b>Exhibit A</b>.</li> <li>In addition, the ultimate noise contours extend only slightly outside the existing airport boundary and are contained entirely within the proposed acquisition area.</li> </ul>
<p><b>Compatible Land Use.</b> F.A.R Part 150 recommends guidelines for planning land use compatibility within various levels of aircraft noise exposure. In addition, <i>Advisory Circular 150/5200-33</i> identifies land uses that are incompatible with safe airport operations because of their propensity for attracting birds or other wildlife, which in turn results in an increased risk of aircraft strikes and damage. Finally, F.A.R. Part 77 regulates the height of structures within the vicinity of the airport.</p>	<ul style="list-style-type: none"> <li>Implementation of the runway extension will not result in additional noise impacts on noise sensitive development. There are no noise sensitive land uses or residential uses in the 65 DNL.</li> <li>The proposed airport improvements will not provide wildlife attractants, nor will any development impede the airport's Part 77 surface.</li> </ul>







**Summary of Environmental Resources (Continued)**  
**Potentially Impacted by the Proposed Improvements**

Environmental Resource	Anticipated Impacts
<p><b>Social Impacts.</b> These impacts are often associated with the relocation of residents or businesses or other community disruptions.</p>	<ul style="list-style-type: none"> <li>• The extension of the Runway 22 end will result in the RPZ, OFA, and RSA extending beyond the current property line. This will require the acquisition of approximately 16.6 acres of land from a private land owner.</li> <li>• Additional land acquisition is proposed north of the Runway to gain control of the entire Object Free Area (OFA). This land is currently owned by the Navajo Nation. Coordination with the Navajo Nation has begun and is necessary to determine potential impacts and to outline mitigation procedures.</li> <li>• Additional property is proposed for acquisition south of the runway, east of the proposed landside development. This land is currently owned by the state.</li> <li>• Compliance with the <i>Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970</i> (URAUPAPA) will be required during all property acquisitions. <i>FAA Order 5050.4A</i> provides that where the relocation or purchase of a residence, business, or farmland is involved, the provisions of the URARPAPA must be met. The Act requires that landowners, whose property is to be purchased, be compensated fair market value for their property.</li> <li>• The proposed development and associated land acquisition are not anticipated to divide or disrupt an established community, interfere with orderly planned development, or create a short-term, appreciable change in employment.</li> </ul>

<b>Summary of Environmental Resources (Continued)</b> <b>Potentially Impacted by the Proposed Improvements</b>	
<b>Environmental Resource</b>	<b>Anticipated Impacts</b>
<p><b>Induced Socioeconomic Impacts.</b> These impacts address those secondary impacts to surrounding communities resulting from the proposed development, including shifts in patterns of population growth, public service demands, and changes in business and economic activity to the extent influenced by the airport development.</p>	<ul style="list-style-type: none"> <li>Significant shifts in patterns of population movement or growth, or public service demands are not anticipated as a result of the proposed development. It could be expected, however, that the proposed development would potentially induce positive socioeconomic impacts for the community over a period of years. The airport, with expanded facilities and services, would be expected to attract additional users. It is also expected to encourage tourism, industry, and trade and to enhance the future growth and expansion of the community's economic base. Future socioeconomic impacts resulting from the proposed development would be primarily positive in nature.</li> </ul>
<p><b>Air Quality.</b> The US Environmental Protection Agency (EPA) has adopted air quality standards that specify the maximum permissible short-term and long-term concentrations of various air contaminants. The National Ambient Air Quality Standards (NAAQS) consist of primary and secondary standards for six criteria pollutants which include: Ozone (O<sub>3</sub>), Carbon Monoxide (CO), Sulfur Dioxide (SO<sub>2</sub>), Nitrogen Oxide (NO), Particulate matter (PM<sub>10</sub>), and Lead (Pb). Various levels of review apply within both NEPA and permitting requirements. For example, an air quality analysis is typically required during the preparation of a NEPA document if enplanement levels exceed 3.2 million enplanements or general aviation operations exceed 180,000.</p>	<ul style="list-style-type: none"> <li>Seligman Airport is located in Yavapai County which has been classified as being in attainment for all six criteria pollutants under NAAQS.</li> <li>The forecasted number of annual operations is below 180,000, according to the Airport Master Plan. From this data, it is presumed that the airport conforms to the Clean Air Act and SIP requirements. It is not anticipated that a air quality assessment will be required.</li> <li>As the proposed projects are undertaken, FAA will undergo a conformity determination prior to approving the construction of the proposed improvements.</li> </ul>
<p><b>Water Quality.</b> Water quality concerns associated with airport expansion most often relate to domestic sewage disposal, increased surface runoff and soil erosion, and the storage and handling of fuel, petroleum, solvents, etc.</p>	<ul style="list-style-type: none"> <li>With regard to construction activities, the airport and all applicable contractors will need to comply with the requirements and procedures of the construction related NPDES General Permit, including the preparation of a <i>Notice of Intent</i> and a <i>Stormwater Pollution Prevention Plan</i>, prior to the initiation of product construction activities.</li> </ul>

<b>Summary of Environmental Resources (Continued)</b> <b>Potentially Impacted by the Proposed Improvements</b>	
<b>Environmental Resource</b>	<b>Anticipated Impacts</b>
<b>Section 303 Lands.</b> These include publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or any land from a historic site of national, state, or local significance.	<ul style="list-style-type: none"> <li>No impacts anticipated.</li> </ul>
<b>Historical and Cultural Resources</b>	<ul style="list-style-type: none"> <li>The proposed improvements will disturb previously undisturbed land. Coordination with the State Historic Preservation Officer will be required to determine potential impacts to cultural resources.</li> </ul>
<b>Threatened or Endangered Species and Biological Resources</b>	<ul style="list-style-type: none"> <li>An online search of the U.S. Fish and Wildlife Service database indicated 13 threatened or endangered species with habitat in Yavapai County. Of these 13 species, 10 are found within perennial streams or rivers, or within riparian habitats. Habitat that would support these species are not present in the proposed project area.</li> <li>The remaining three species include the Arizona agave, Arizona cliffrose, and the Mexican spotted owl. It is not anticipated that these species would be found within the project area; however, further coordination with the United States Fish and Wildlife Service is required for a final determination.</li> </ul>
<b>Waters of the U.S. Including Wetlands</b>	<ul style="list-style-type: none"> <li>The Big Chino Wash is located immediately east of the airport. No improvements are proposed for this area.</li> </ul>
<b>Floodplains</b>	<ul style="list-style-type: none"> <li>No impacts. Airport improvements are not contained within a designated floodplain.</li> </ul>
<b>Wild and Scenic Rivers</b>	<ul style="list-style-type: none"> <li>No impacts. The only river in Arizona designated as wild and scenic is the Verde River, which is located approximately 50 miles southeast, near the town of Paulden.</li> </ul>
<b>Farmland</b>	<ul style="list-style-type: none"> <li>No impacts. The proposed development will not affect prime or unique farmland.</li> </ul>

<b>Summary of Environmental Resources (Continued)</b> <b>Potentially Impacted by the Proposed Improvements</b>	
<b>Environmental Resource</b>	<b>Anticipated Impacts</b>
<b>Energy Supply and Natural Resources</b>	<ul style="list-style-type: none"> <li>The proposed alternative will result in a less-than significant impact to energy supply and natural resources. This is a result of increased operations and upgraded facilities.</li> </ul>
<b>Light Emissions</b>	<ul style="list-style-type: none"> <li>Lighting improvements are part of the proposed alternative. Impacts related to lighting will be less-than significant.</li> </ul>
<b>Solid Waste</b>	<ul style="list-style-type: none"> <li>As a result in operations at the airport, solid waste will slightly increase. These impacts are expected to be less-than significant.</li> </ul>